



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

October 2011

Volume 44 Number 10

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Eighty-Year-Old Chevrolets Trek Across California

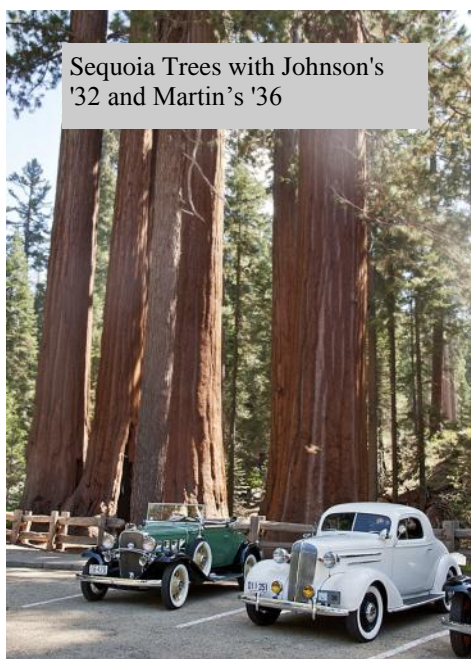
From the Tall Sequoias to the Sea

September 12 - 16

By Jim Farris

Yes, seven Puget Sound Region cars recently accomplished the five-day 642-mile trek from the High Sierra Mountains, across California's Central Valley, to the Pacific Ocean Beach and back. Twenty-six, 1929 to 1936 Chevrolets attempted the drive. You'll read in an accompanying article (page 8), all but one accomplished the challenge. That's saying something when considering the age of the vehicles with their young hearted drivers and passengers, some of whom began life when the cars were new.

Part B of the 2011 Early Six-Cylinder Tour was a different adventure for the group who participated. This Tour was designed as a progressive adventure moving from its Eastern location at Lindsay, California, near where Tom Meleo's collection is located, to the Pacific Beach.



Tom's great collection of early Chevrolets was the center of attention the first day. One experiences the marquee's early development when among this group of well restored early Chevrolets nestled in an orange grove.

The next day it was on to King's Canyon National Park and back. Standing among those magnificent ancient trees made one feel their time on earth just a blip compared to the longevity of the magnificent trees.

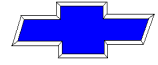
(Continued on page 5)

October 24 Membership Meeting

This month's membership meeting will be October 24 at the Tillicum Middle School in Bellevue. The meeting starts at 7:30 PM. Al Howe is signed up to bring treats.



1967 - Puget Sound Region VCCA - 2011



*The **Puget Sound Region** of the Vintage Chevrolet Club of America (PS-VCCA) is dedicated to the preservation, restoration, fun and enjoyment of vintage Chevrolet cars and trucks. Members are not required to own a Chevrolet. Regional membership is open to all Chevrolet enthusiasts who are members of the **Vintage Chevrolet Club of America (VCCA)**. All Chevrolets from 1912 through 1986 may be registered with the region.*

*General meetings are held on the 4th Monday of the month at **Tillicum Middle School, 16020 SE 16th St., Bellevue, 7:30PM to 9:30PM**. No meetings are held in July or December. You can learn more about the club by visiting the website where you can see color photos of previous tours, parts for sale, wanted, etc., and there is a link to view our monthly newsletter, "The Tappet Clatter."*

*You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>*

2011 Puget Sound Region Officers and Board

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2012 Membership Renewals

If you have not done so already, please renew your membership now so we'll have a full crew on board. Our year runs from October 1 through September 30.

A link to an easy online form with instructions and payment options has been sent via email to each member that has email. Please respond. Members without email have been contacted separately.

Thanks from Donna Onat, Dick Jones, and Jim Martoza.

Editor's Note

We reserve the right to edit material as necessary for space available and clarity.

We can accept most electronic formats and hardcopy. Photographs can be scanned and returned. We will take reasonable care of copy provided, however we cannot take responsibility for lost or damaged material. The monthly deadline is about the 5th of the month.

Glenn Landguth, gklandguth@msn.com

Director's Corner

"The Sunday Driver"



By Jim Farris

Puget Sound Region Assistant Director

By now most of you know via email from Diane, forwarded through Bill Barker, that our Director, Dave Haddock, fell from a ladder on October 1st while pruning an apple tree. At the time this message is being written he is still at Harborview Hospital recovering from surgery. Recovery is expected to take up to six weeks. He had wanted to write this but his condition was not up to the task, so I'm filling in this month.

Our prayers and best wishes are with Dave and Diane during this time of trial. Information on his condition and recovery will be forwarded to the membership as it becomes available. Meanwhile he wants the activities of the Region to continue.

We are a community and during this period we are all going to keep the organization going so he can fully recover without worry or concern about what needs to be accomplished.

Usually, this time of the calendar year, thought and planning is underway for the next. 2011 was an active year for the Region, dominated by the Anniversary Meet, the highly successful Mini Meet, and filled with regular on-going events. It is now time to give some thought to 2012.

Let us all ponder that, with thought about what each of us might do to help make the coming year another great one. Some Club Officers are needed and activities need planning. Where can you help? What new idea do you have for the Club? By the time of the meeting, Dave's condition and availability to be involved in future planning will be clearer.

Meanwhile we'll move ahead with activities planned for the month of October. The Fall Overnight Tour October 15 will be completed when the Newsletter is out. And don't forget the membership meeting on October 24. The program will be the first in a series on how to diagnose car problems, and there will be one of the G&D Cover Posters included in the Club Store for the raffle. Jim Martoza provided it for the Region to use in this way. Come join us, buy a ticket, and you may be the winner of this item.

Get well soon Dave!!

October 24 Membership Meeting

This month's membership meeting will be October 24 at the Tillicum Middle School in Bellevue. The meeting starts at 7:30 PM.

The program for the October 24th meeting will be on diagnoses. "What are the first things you check when engine stops unintentionally?"

Also, there will be a special item included in the Club Store's special item for the raffle. There will be one of the G&D cover posters included, courtesy of Jim Martoza.

Al Howe is signed up to bring treats.

Welcome New Members

From Donna Onat

Please join me in welcoming Ken & Carol Beach, who were along on the most amazing Early 6-Cylinder Tour in CA several months ago. They have a '31 Sport Coupe, a '48 Fleetmaster Convertible, and a '57 BelAir 2-Dr Hardtop, all residing on Whidbey Island. Phone: (removed). Email: Kenwbeach@aol.com.

We also welcome Elbert Butcher, who has connections with Bob Stamnes and Lee Folsom. Elbert bought his '26 Coupe from a relative a few months ago, and is looking forward to assistance with issues! Elbert is in Mountlake Terrace; phone: (removed). Email: eblee@454hotmail.com.

Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Date	Event	Person Responsible
TBD	Board Meeting	Dave Haddock
December 4	Christmas Party	Don & Sallie Comstock

Christmas Potluck December 4 at Comstock's

Please join us at Don and Sallie Comstock's home for a traditional Christmas potluck. We will share favorite dishes and the Club will provide the meat dish. The gift-exchange game will again provide fun and excitement for all.

Mark your calendars now. See the November Tappet Clatter for complete details and directions to the Comstock's.

Web Links for Area 3 VCCA Regions

Capital City Region, VCCA: None

Colombia River Region, VCCA: <http://www.vccacolumbiariverregion.org/>

Mt. Rainier Region, VCCA: <http://www.mtrainiercarclub.com>

North Cascade Region, VCCA: <http://clubs.hemmings.com/frameset.cfm?club=northcascadevcca>

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

Willamette Valley Region, VCCA: <http://www.wvrcca.org/>

Garage Nite - by Dick Olson

Last Garage Nite is October 19th

Oct. 19th Garage Nite (date changed to **THIRD WEDNESDAY** this month only) will be at club member Kent Sullivan's shop in Kirkland, 6:30 PM, phone (*removed*).

Directions removed, see your mailed or emailed copy of the Tappet Clatter.

No More "Garage Nites" Until Spring

There will be no more Garage Nites scheduled until next spring. Thanks to all who volunteered: Barker, Haddock, Ackers, Zimmerman, and Sullivan.

Dick Olson

November Celebrations

ANNIVERSARIES

Al and Lynn Anderson	11/2
Bill and Cathy Johnson	11/7
Dave and Marti Miller	11/8
Don and Lynn Boltz	11/23
Judy and Jerry Cloutier	11/30

BIRTHDAYS

Jeffrey Haines	11/8
John Campbell	11/15
Joanne Barquist	11/15
Dan Johnson	11/16
Judy Martin	11/18
Jim Martoza	11/25

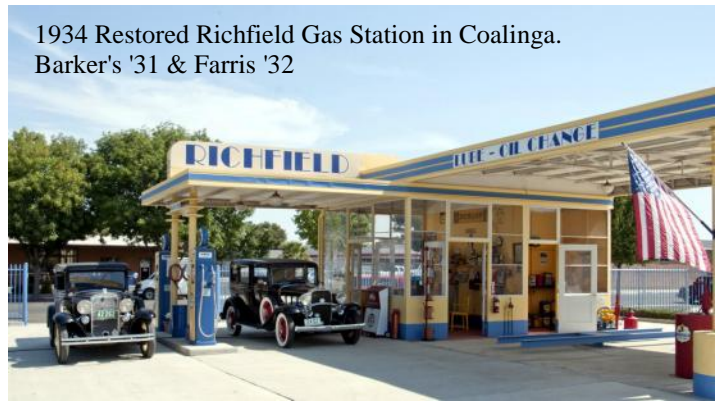
2011 Early Six-Cylinder Tour , (Continued from page 1)

The following day took the hardy VCCA members across the fertile Central Valley, by some of its abundant crops which feed twenty-five percent of America.

Then on to Coalinga's restored 1934 Richfield Gas station and City Museum. That night was spent in King City, at the lower end of the Salinas River Valley.



Gerri Johnson picking a bit of cotton in the central Valley



1934 Restored Richfield Gas Station in Coalinga. Barker's '31 & Farris '32

Wednesday it was on to Fort Hunter Leggett and the 1771 Mission San Antonio de Padua. Its location in the middle of what was once part of the vast Hearst land holdings, and now the Fort, has preserved its natural original environment.

After fording the river on a Tank bridge, then passing through the coastal mountains, described in the first paragraph of the accompanying article, the Pacific Ocean was before us.



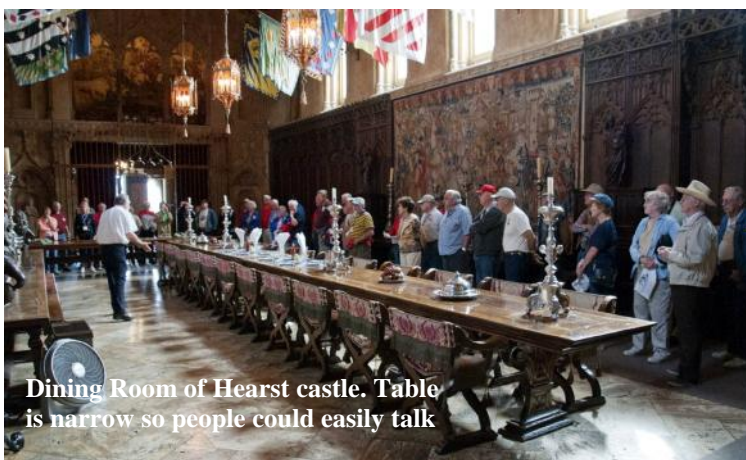
Rattlesnake at Mission

Thursday the group of 52 VCCA members toured the Hearst Castle and viewed the film on its development at the Visitor Center.

That afternoon the Chevy's were driven to Cayucos, on the ocean, for lunch



Olson's '31 crossing Tank bridge at Fort Hunter Leggett



Dining Room of Hearst castle. Table is narrow so people could easily talk



Wading in the Pacific Ocean at Cayucos

Then on to Paso Robles for dinner and wine tasting at a local winery.



Winery at Paso Robles. second car is Beache's '31

The trip back to Lindsay, across the Central Valley once again, completed the drive.

This was the longest of these Annual National VCCA tours attempted since they were initiated in 2005. The adventurous Puget Sound Region members participating included: Dennis and Gerri Johnson, '32 Cabriolet; Dick and Fran Olson, '31 Coupe; Wally Martin and Bill Damm, '36 Coupe; Jim Farris and Jim Seiber, '32 Sedan; Ken and Carol Beach, '31 Coupe; Bill Barker, '31 Five Pass Coupe; and Tom Meleo, '35 Standard Sedan. (All cars on the tour are shown in the montage on the next page)

Montage of All Cars on the 2011 Early Six-Cylinder Tour



Pictures from the September 24 BBQ at Haddock's





Puget Sound Region VCCA General Meeting Minutes

September 26, 2011



Call to Order: The meeting was called to order at Tillicum Middle School at 7:35 PM by Director Dave Haddock.

Welcome: Twenty Eight members were present with no guests nor new members identified.

Minutes: Minutes from the May meeting were approved as re-membered from the June Tappet Clatter.

Treasurer: The treasury is stable with renewals coming in and collecting for club shirts nearly complete. We paid for a small increase in cost for the Tappet Clatter, some BBQ expenses and computer services this month.

Membership: Donna Onat reported that the on line renewal process is better and faster. We have 38 paid members, but 43 have renewed on line out of 80 members. Reminder: the fiscal year begins in October.

National News: Bill Barker shared news that the National Meet photographer along with the club is offering a one hour DVD of the National Meet. The price is \$19.95 including shipping. Also a special hardcopy coffee table printing of the December G&D will be available for \$24.95 including shipping. See the G&D because orders must be received by December 1. The photographer is also set up to print photos from the Meet from 5 X 7 to 16 X 20.

Area 3 Meeting: Meeting was held at NW Meet. The next National Meet will be held in Medford, Oregon. Ken Scott hopes all clubs will provide help with the Meet. On the topic of Northwest Meets, clubs are shrinking and members are getting older. Suggestion changing the format to each Region share in the responsibilities each year as opposed to the current plan rotating responsibilities for the whole Meet among the Northwest Regions. Discussion followed. It was generally agreed to continue rotating among the Regions.

Garage Night: October's garage night will be held at Kent Sullivan's home in Kirkland. Kent has been a member for about a year and is involved with Corvairs.

Tours: Two tours are coming up in October. The first is an open house / BBQ at area three director Ken Scott's house near Puyallup on October 2nd. He is focusing on four cylinder owners as he has many parts to sell. Bob Stamnes is coordinating this event.

The second is the overnight tour beginning on the 15th. We will return to the Yakima area via an 8 A.M. departure from the North Bend Outlet Mall. Breakfast will be at the Teanaway Grange past Cle Elum. This is a special \$7 breakfast with all the fixings, then on to Ellensburg on old US10 and Canyon Road to Yakima. Dinner is at Black Angus with stops for fruit and wine.

Historian: Bob is sharing a CD of the Flint Meet as our program tonight.

Refreshments: Matt Dickinson brought cookies to share at break. Bill Barker won bacon at the August meeting at the Issaquah XXX. Sis made the most wonderful guy's dessert. Bacon with a brown sugar coating topped with chopped walnuts.

Program: We saw a visual and narrative presentation of the Flint Meet by Bob Helgeson/ Bill Barker and Matt Dickinson.

Meeting adjourned around 9:30 PM.

Respectfully submitted by Don Comstock



Another Look at the 2011 California Early 6 Tour

By Bill Damm

Twenty-six vintage Chevy's started the 648 mile 5-day tour that began and ended in Lindsay CA. It covered ground from a 6,589 foot elevation among giant Sequoia trees in Kings Canyon National Park, then across the Central Valley with its impressive miles of fruit trees, cotton fields, corn crops, cattle, and you name it, finally winding down to the scenic Pacific Coast Highway #1. Not only were the Park's massive Sequoia trees impressive, but also the miles of table top flatness of the Central Valley. Then came the adrenalin rush, descending to the Coast Highway on the Nacimiento-Ferguson Road. Built on the side of the cliffs, it was steep, narrow, and had lots of curves. This gave the steering and brake systems a good work-out along with the drivers' and passengers' nerves. Once on Highway #1 naturally a grand tour of Hearst Castle couldn't be passed up.

What made this tour unforgettable was the challenge of keeping the vintage cars running. Before the tour even started a 1933 Town Sedan had a #6 rod knock. Fortunately with the use of the hosting member's shop and hoist, and the help from some experienced tour participants, the pan was dropped, shims removed and a little grinding done to the rod cap, everything was quickly reassembled, and the '33 was ready for the tour.



On the return trip of the first day's tour a 1931 Sedan broke an axle and came back to the host's shop on the trouble truck. Luckily someone had a spare axle, repairs were quickly made, and the '31 was back on the road again. During that same return trip a 1936 2-door Town Sedan blew a head gasket; unfortunately no repair parts were readily available so it ended up back on its trailer and the participants continued the tour in their tow vehicle. Also a 1932 Sedan blew an exhaust gasket. He was able to drive into the shop, a spare gasket was found, it was quickly installed, and he was running and ready in time for the rest of the tour. The owner of a 1933 Eagle Coupe had a loose gearshift and thought he might need to replace the transmission shifting forks. Fortunately an experienced member said that in 1933 the gear shift retainer cap was a screw-on, verses the turn and lock of the earlier years. A few turns to tighten the retainer cap and all was well again. Thanks to the combined efforts of some talented members that made all these repairs seem easy.



The next three nights were away from our starting point. We didn't need any more major problems like those experienced on the first day.

Coming into our first stop on day 2 of the tour a 1936 3-window Sport Coupe was losing power, running rough, and barely made it to its parking spot. Visual inspection detected a fuel leak at the fitting going into the fuel pump. After tightening the fitting the '36 ran fine for the rest of the tour.



On day 3 of the tour a 1932 Special Deluxe 4-door was traveling down the Coast Highway when on rounding a curve, it backfired and lost power. While pulled off onto the shoulder of the road the points and condenser were replaced, which fixed the problem. Later at our stop for the night a 1931 5-passenger Coupe had its left rear wheel brake lock up. Going in reverse would break it free but only a slight application going forward would lay rubber on that wheel. The wheel and drum were removed, cleaned with brake cleaner and reassembled, but it still had the same problem. The temporary fix to be able to complete the tour was to back off the rear brake adjustment so that just the front brakes would do the braking, and if necessary, the parking brake could be used for quicker stops. A 1931 Sports coupe had similar problems on one front brake and one opposite side rear brake. The brakes only seemed to lock up when in dirt or gravel so they kept on driving anyway. This had to be a result from the challenging downhill grade of the Nacimiento-Ferguson Road.

Day 4 of the tour seemed to go OK for everyone, or at least no one was admitting to anything going wrong.

The morning of tour day 5 a 1933 Town Sedan owner woke up to a flat tire. An inconvenience quickly remedied. Later in the day a 1932 Special Sedan quit running on the way to one of the final events of the tour. Changing the points, condenser, and coil didn't help. Cleaning some corrosion under the points plate only helped some. Something was causing the ignition to be intermittent. Finally it was found that something inside the Electrolock was failing so a temporary bypass of the Electrolock was installed. Somewhere along the way the driver's door latch failed on a 1932 Coach. The temporary fix for that was a piece of cloth going through the door windows and tied in a knot.



Thanks to the trouble truck that followed us the entire trip. Fortunately it was only needed on the first day which was close to the tour starting point. Whenever someone had a problem there were always fellow VCCA members there to lend a hand, give advice, make suggestions, or come up with the needed parts. People helping each other is what makes the VCCA tick and that is sure what happened this time. Seems like people get to know each other better when they are working out problems and are having fun at the same time too. So why not go on a tour!!

Torque Specifications For Early Vehicles

By Stephen Kassis

(Reprinted by permission. See From The Glove Box on page 10)

Prior to the late 1940's there were no torque specifications. When working on early cars & trucks there is nothing in the shop manual to show you how much to tighten down vital components such as head bolts, main bearing bolts, flywheel bolts, etc. Years ago we found a universal chart of Torque Values. This chart shows torque values in foot pounds based upon the type of bolt and the diameter of the bolt. It has been extremely helpful when working on vehicles prior to 1949.

Of course, it is recommended that bolt threads be cleaned with a wire brush and oiled before being torqued (do not oil wheel lug bolts). Running a tap to clean out the bore is also recommended along with a good blast of compressed air for final cleaning. Add a few drops of oil and you will be ready to torque your bolts.

Technically there is a difference between the torque given to a fine thread bolt and that given to a coarse thread bolt. But taking the entire chart shown here, the variation will not exceed 1%. So for increased convenience the chart has been simplified and practical shop values given. Actually automobile manufacturers give a tolerance. For example, when 75 foot pounds is desired, the value will be given as, perhaps, 70-80 foot pounds. And this is so much more accurate than even the most skilled mechanic can manage with the old rod type torque wrench.

Original bolts on early Chevys are plain steel - no hardened bolts or alloys. The entire chart is being provided as good general information, but for your old Chevy, use ONLY the plain steel torque value.

Note: Bolt sets may be found in the online catalog available on The Filling Station website at <http://www.fillingstation.com/>

Bolt Diameter	Aluminum Alloy or Brass	Plain Steel	Case Hardened	Steel (Alloy)
(Inches)	(Foot-pounds)	(Foot-pounds)	(Foot-pounds)	(Foot-pounds)
1/4	6	8	12	18
5/16	12	16	24	36
3/8	21	28	42	63
7/16	33	44	66	99
1/2	50	67	100	150
9/16	71	95	142	213
5/8	98	131	196	294
3/4	170	228	340	510
7/8	270	361	540	810
1"	392	524	784	1176

When bolts are torqued, it stretches the bolt. Occasionally the original bolts need to be replaced. The Filling Station offers new head bolts for 1916-1928 Chevy 4-Cylinder engines and also 1929-1932 Chevy 6-Cylinder engines:

Note: Links included in the original article have been deleted in this reprint. Refer to the links in The Filling Station website for ordering head bolts and other parts.

From the Glove Box



From the Glove Box is devoted to sharing technical information, technical problems and solutions to problems related to the restoration and preservation of vintage Chevrolets. Please share your knowledge, experiences and recommendations with your fellow members.

Call the Glove Box Coordinator, Bob Stamnes, via email at rstamnes@yahoo.com with your information.

TORQUE SPECIFICATIONS

It has always been a mystery to me as to how much torque to put on the bolt on my 1926 Chev, since they had no torque wrenches in those days. So it was great to read Steve Kassis' article in his Vintage Chevrolet Parts Newsletter from The Filling Station, providing torque settings for various sizes and types of bolts. I received this article by email from The Filling Station, with which Steve is associated.

Steve was gracious enough to allow me to reprint his article in our Tappet Clatter. (see page 9).

Steve commonly includes a technical article each time he sends out an advertisement for parts by email. If you wish to receive his emails, you may contact The Filling Station at fssales@fillingstation.com.

COMMENTS

Bill Barker's Thoughts:

Using a little bit of oil on a bolt allows for the majority of the torque to go towards tightening the bolt - and not in overcoming friction due to dry contact surfaces.

In the industry there is a "thread lubricant" that is sold, but most people just use regular motor oil. I prefer 3-in-1 since it is very light-weight and less likely to gum-up the threads after the engine heats up.

A simple warning is never use excessive oil since you could accidentally fill up the bottom of the bolt hole, and then some torque would be expended trying to compress the fluid if the bolt bottoms out.

It is a common assumption that torque tables usually refer to a "dry" situation. So keeping that in mind, it means that if you use oil on your bolts, then you should only torque it to the lesser of the torque range that is listed for its size.

One last thought is that using a very small amount of anti-seize on your spark plug threads will reward you later on when you need to remove them.

REMAINING QUESTIONS/ COMMENTS

If head bolts are stretched, many suggest you replace them. Earlier head bolts were commonly 12 tpi that are tough to find now, but The Filling Station has those listed below.

AF-215 1916-1928 Car/Truck Head Bolt Set - 8 Bolts - \$45.00 set

326534 1916-1928 Car 4-Cyl Head Bolt 1/2-12X5-3/16" - \$6.50 ea.

326535 1916-1928 Car 4-Cyl Head Bolt 1/2-12X1-15/16" - \$6.00 ea.

835662 1929-1932 Car 6-Cyl Head Bolt 1/2-13X4-1/8" - \$9.00 ea.

AF-243 1929-1932 Car/Truck Head Bolt Set - 15 Bolts - \$125.00 set

Q: Can these guidelines be applied to in-place bolts where the threads have not been cleaned and lubricated as Steve recommends?

TAPPET CLATTER *Classifieds*

Ads will be carried up to three months on a space-available basis, unless withdrawn sooner or an extension is requested. Please notify the Tappet Clatter editor when your ad is answered or you need an extension. gklandguth@msn.com

FOR SALE

1927 Chev Capitol For Sale - \$10,500 (Will take offers). Two-door sedan, original condition, solid, no rust, good glass, new tires, been garaged, rare find in this condition, runs. Located in Stanwood, WA. Contact Gary at 360-629-4218 or gary.marlene@hotmail.com.

1983 Camaro "T" top, V8, excellent condition, low miles. SALE or TRADE. \$4750. Dick Olson 425 222-5798.

WANTED

No items listed this month.

Area Director Ken Scott's Open House and BBQ on October 2

By Bill Damm

There were about 30 people at the event. The BBQ was arranged by Ken Scott and Bob Stamnes for the 4-Cylinder Email Group to have access to Ken's parts. This was the first gathering of the 4-Cylinder Email Group. Ken had the doors open to all his garages with several bays stuffed with parts for 4-cylinder Chevys. Other bays had projects underway. It was also an opportunity to meet some other car enthusiasts as Ken Scott's VCCA Region was also invited.

Not being into 4 cylinder Chevys himself, Ken was trying to identify and sell as many 4 cylinder Chevy parts as possible. From what I understand there was an elderly club member (with a double digit VCCA number) in Walla Walla, Washington who needed to get rid of his collection of parts before they ended up in the scrap heap. Ken rescued the parts and brought them back to his place in Tacoma.

Ken hopes these parts might be of value to club members, or whoever, and has them available at reasonable prices to whoever can use them.

Luckily Ken has plenty of indoor space for tables and seats where everyone enjoyed hamburgers while rain showers passed by. It was a good event for old and new friends to socialize. Thank you Ken!!!



Bill Damm's SAFETY CORNER

For night driving safety
Both headlights are needed
It's a Washington law
That should be heeded.

You'll see cars driving
Most every night
Coming right at you
With only one light.

What will they do
On a long dark route
Or rounding a curve
When the other goes out?

So check your lights often
That's mainly the key
Make sure they're both working
So you'll be able to see.

October 2011



2011 Early Six Cylinder Tour , Winery at Paso Robles